

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject

Participation by Individuals, Organizations, Private Developers,
or other Jurisdictions in the Implementation of Intersection Betterments

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Purpose

To provide a policy for participation by private developers, individuals, organizations or non-County public jurisdictions in the implementation of intersection betterments. For purposes of this policy intersection betterments shall include, but not be limited to, traffic signals, roundabouts, additional through lanes and turn lanes.

Background

In many instances, the implementation of intersection betterments involves intersections in which one or more of the approaches to the intersection are under the jurisdiction of a governmental entity other than the County. In other instances, as proposed Tentative Maps are reviewed it becomes apparent that a proposed development could impact traffic and contribute substantially to the need for an intersection betterment at a specific location. There are also occasions when an individual developer or organization indicates a willingness to provide additional contributions to accelerate the process of implementing an intersection betterment at a location that meets traffic signal warrants or an operational review has documented a need for an intersection improvement, but is not high enough on the Signal Priority List, or the Department of Public Works Intersection Betterment List to justify budgeting County funds for the project.

To establish the basis upon which the County will either require contributions from private developers or other jurisdictions for the cost of installing intersection betterments, or accept additional contributions from individuals, organizations or private developers to accelerate the implementation of intersection betterments, the following policy is adopted.

Policy

It is the policy of the Board of Supervisors that:

1. At intersections where one or more of the approaches to the intersections are under the jurisdiction of another governmental entity, and such intersections meet the nationally accepted warrants for the installation of a traffic signal or an operational review has documented a need for an intersection betterment, the costs of implementation of the intersection betterment shall be shared by the County and the other governmental entity. The percentage of the costs to be paid by each jurisdiction shall be directly related to the number of approaches to the intersection under the control of either the County or the other governmental entity.

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For example, an intersection where two of the approaches are within a city's limits and two are within the unincorporated area would be financed by equal contributions from each jurisdiction.

2. When it is determined that a private development will generate substantial traffic at a specific intersection, the County will require from the developer a contribution toward the cost of the implementation of an intersection betterment as allowed by law. The amount of the contribution shall be based upon an analysis of the traffic that will be generated by the development. The developer's contributions will be retained for the project in the Public Works Administrator's Trust Fund until warrants are met for a signal installation project, and/or documentation is provided justifying another type of intersection betterment and the relative priority of the project justifies the expenditure of any public funds necessary to the project; or until the contribution has been returned under the provisions of Government Code Section 66001 (D). In lieu of a cash deposit for a contribution, required as a condition of approval of a final map, the developer may defer the amount of the contribution and guarantee the payment by providing a security as prescribed in subsections (a) (1), (a) (3), (a) (4) or (a) (5) of Section 66499 of the Government Code.
3. If fees are secured, the full amount of the fee, plus any adjustments, must be paid to the County prior to commencement of the work for which the fee was required or before issuance of any building permit, whichever occurs first. The original fee amount will be adjusted for inflation at the time of payment using the Market Trends Index, as published in the Engineering News Record, or by using any similar index approved by the Director of Public Works. When the fees plus any adjustment have been paid, the security will be released.
4. If an individual, developer or organization indicates a willingness to provide additional contributions to accelerate the implementation of an intersection betterment at a location which meets traffic signal warrants or an operational review has documented a need for an other type of intersection improvement, but is not high enough on the Signal Priority List or the Department of Public Works Intersection Betterment List to justify the budgeting of County Funds for the project, the County Engineer will review the proposal. A recommendation for such participation will then be forwarded to the Board of Supervisors for their consideration.
5. When a developer constructs or installs a warranted traffic signal, where it would otherwise not have been required, to facilitate access to that development, the County will not enter into a reimbursement agreement with the developer.

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6. Where a new signal or a signal addition is required solely or mainly to permit access to a project, the developer shall contribute an amount which will provide reimbursement to the County for the first 30 years of operating costs of the signal or signal addition.
7. Signals installed by a developer shall include the provision for interconnection with adjacent signals, and signal fees shall include the cost of interconnection if the County Engineer determines the need.

Sunset Date

This policy will be reviewed for continuance by 12-31-10.

Board Action

6/19/73 (94)
12/04/84 (22)
3/1/88 (99)
6/15/93 (41)
12/15/93 (5)
7/14/99 (4)
06-23-04 (12)

CAO References

Department of Public Works